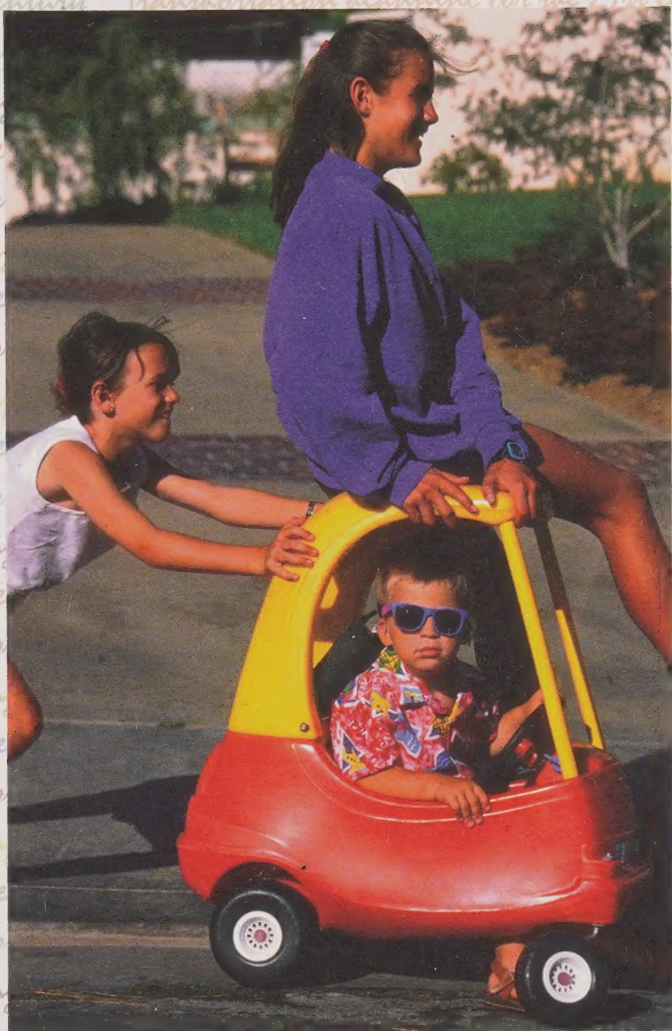


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## HOW WILL THEY GET AROUND IN THE FUTURE?

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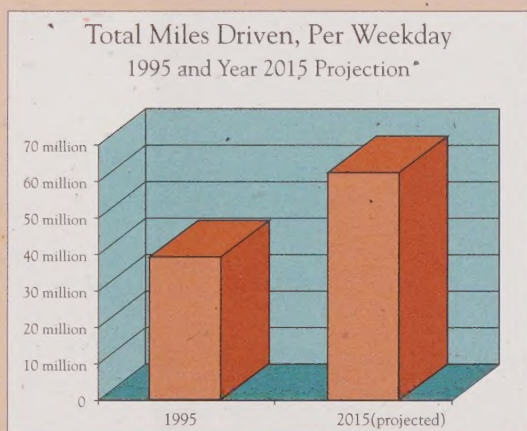
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## More traffic congestion is headed our way . . .

Forecasts indicate that we can expect more rush-hour traffic 20 years from now than we have today. That's because the Sacramento region is expected to have nearly 50% more people and 56% more jobs by the year 2015. Such growth may be good for the economy, but it's a burden on our transportation system.



source: 1996 Metropolitan Transportation Plan, SACOG

The 20-year Metropolitan Transportation Plan is an attempt to deal with transportation needs resulting from growth. Adopted by the Sacramento Area Council of Governments in 1996, the plan proposes regional transportation strategies and also includes local improvements that are planned by the individual cities and counties of the region.

*However, we expect to be about \$1.9 billion short in our ability to pay for these projects over the 20-year planning period.* This shortfall -- and how to deal with it -- is one of the biggest transportation issues facing the region.

## Strategies In The Metropolitan Transportation Plan . . . (see map inside)

- Carpool lanes on I-80 and U.S. 50, and extension of the Route 99 carpool lane
- New light-rail lines from downtown Sacramento south to Calvine Road and north to the Amtrak terminal, and extension of the Butterfield line to Sunrise Boulevard with connecting service to Folsom
- Expanded train service between the foothills, Sacramento, and the Bay Area
- More bus service, and research on a new community shuttle for local trips
- Adding lanes to major surface streets, intersections and freeway interchanges
- A new bridge over the Feather River between Yuba City and Marysville, and improvements to Routes 70/99 between Sacramento and Marysville-Yuba City
- More accessible transportation service for wheel chair users and others who have difficulty boarding buses
- Catching up on road repairs delayed by funding shortages in some areas
- "Intelligent" electronic systems that monitor and manage traffic flow on freeways and major streets
- Proposals for ballot measures asking voters to raise \$1.9 billion in taxes and fees to fund these projects



## The Problems Addressed By The Plan . . .

- ▶ Growing traffic congestion, meaning more delay to you, especially during commute hours
- ▶ Lack of adequate public transit service in some areas, particularly our newer, growing communities
- ▶ Roads in disrepair due to funding shortages -- meaning wear and tear on cars, buses, and bicycles
- ▶ Inadequate highway connections between Sacramento and outlying rural or developing areas
- ▶ Access problems for wheelchair users and others who have limits on their mobility
- ▶ Air pollution caused by vehicle emissions
- ▶ Lack of enough funding to pay for all of the recommended improvements during the 20-year planning period

Even though these problems are addressed to some degree by the Metropolitan Transportation Plan, not all of them are fully resolved. Some unresolved issues have been with us for awhile, but some are just emerging as the region continues to grow.

In fact, we are now the nation's 26th largest metropolitan area. Such growth brings economic benefit to the region, but also places larger demands on our transportation system -- demands that are not easy to address.

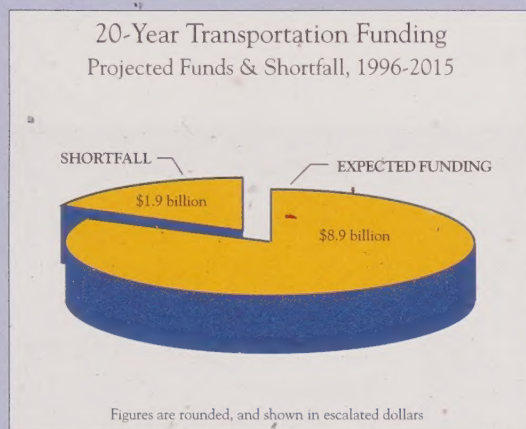
## Some Unresolved Issues . . .

- What is the best mix of transportation strategies -- more road improvements? More public transit and less emphasis on cars and roads? More road maintenance and less expansion?
- How can we serve new suburb-to-suburb travel patterns that aren't handled well by the existing transportation system -- like the growing Laguna-to-Rancho Cordova commute, which is not served by any direct major roads or transit services?
- Is another bridge needed over the American River east of Sacramento, to relieve traffic on the Watt, Sunrise, and Hazel Avenue bridges?
- Will there be adequate train service between the Sacramento region, the Bay Area, the Sierra foothills, and southern California?
- Can we develop convenient public transit service for more people and more places? How about shuttle service within neighborhoods, so people wouldn't need cars for short trips?
- Can we improve air quality, while continuing to expand the roadway system to accommodate more and more vehicles?
- Should we create additional funding to help pay for our transportation needs, or should we delay some of our plans?



## The Money Question ...

New funding is needed for *road repairs*, timely *expansion of the public transit system in Sacramento and Yolo Counties*, and a *new bridge and highway improvements in the Marysville-Yuba City area*, among other things.



source: 1996 Metropolitan Transportation Plan, SACOG

The Metropolitan Transportation Plan proposes three ballot measures that would ask voters to:

- raise the gas tax (statewide, not just here)
- raise vehicle registration fees
- in Sacramento County, extend the Measure A sales tax for transportation beyond its scheduled expiration in the year 2009

If approved by voters, these measures would raise the \$1.9 billion needed to finance the Metropolitan Transportation Plan within 20 years. If not, we will have to find a way to either deliver the plan at a lower cost, or else delay some projects.

## WANT MORE INFORMATION? ...

Over the next few years, the Sacramento Area Council of Governments will be working with its partners -- other government agencies, the private sector, community groups, and the public -- to improve the transportation plan. This not only means revisiting the transportation strategies in the plan, but taking another look at the financial picture as well.

If you'd like to stay informed on the transportation planning process, please let us know. We'll be glad to put you on our mailing list. Once you're on our list, you will receive our *Mobility* newsletter several times a year, along with invitations to public meetings, workshops, and information on transportation issues.

We hope to hear from you. Here's how to contact us:

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3000 S Street, Suite 300  
Sacramento CA 95816

phone: (916) 457-2264

fax: (916) 457-3299

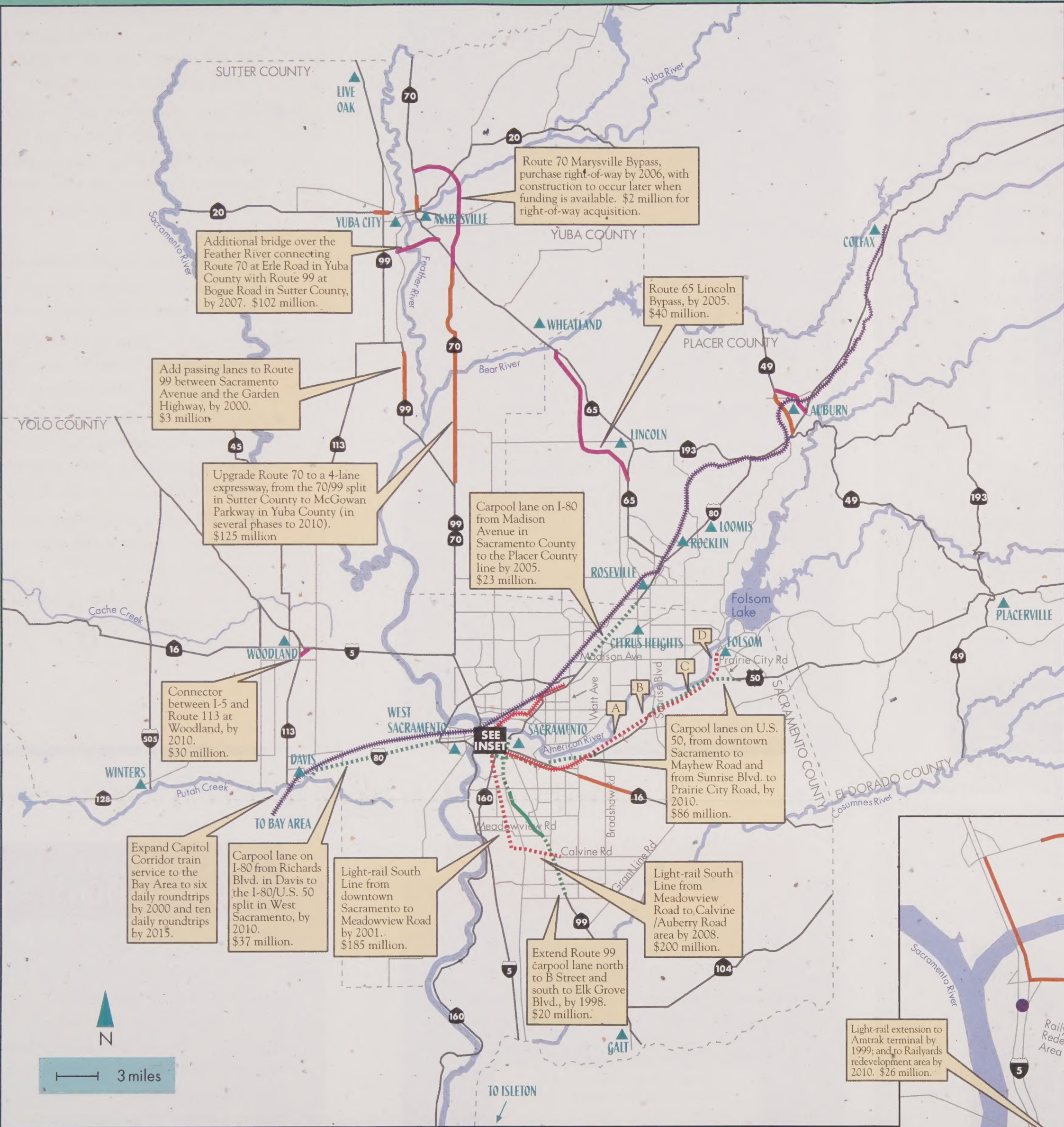
TDD: (916) 737-1718

email: [sacog@sacog.org](mailto:sacog@sacog.org)

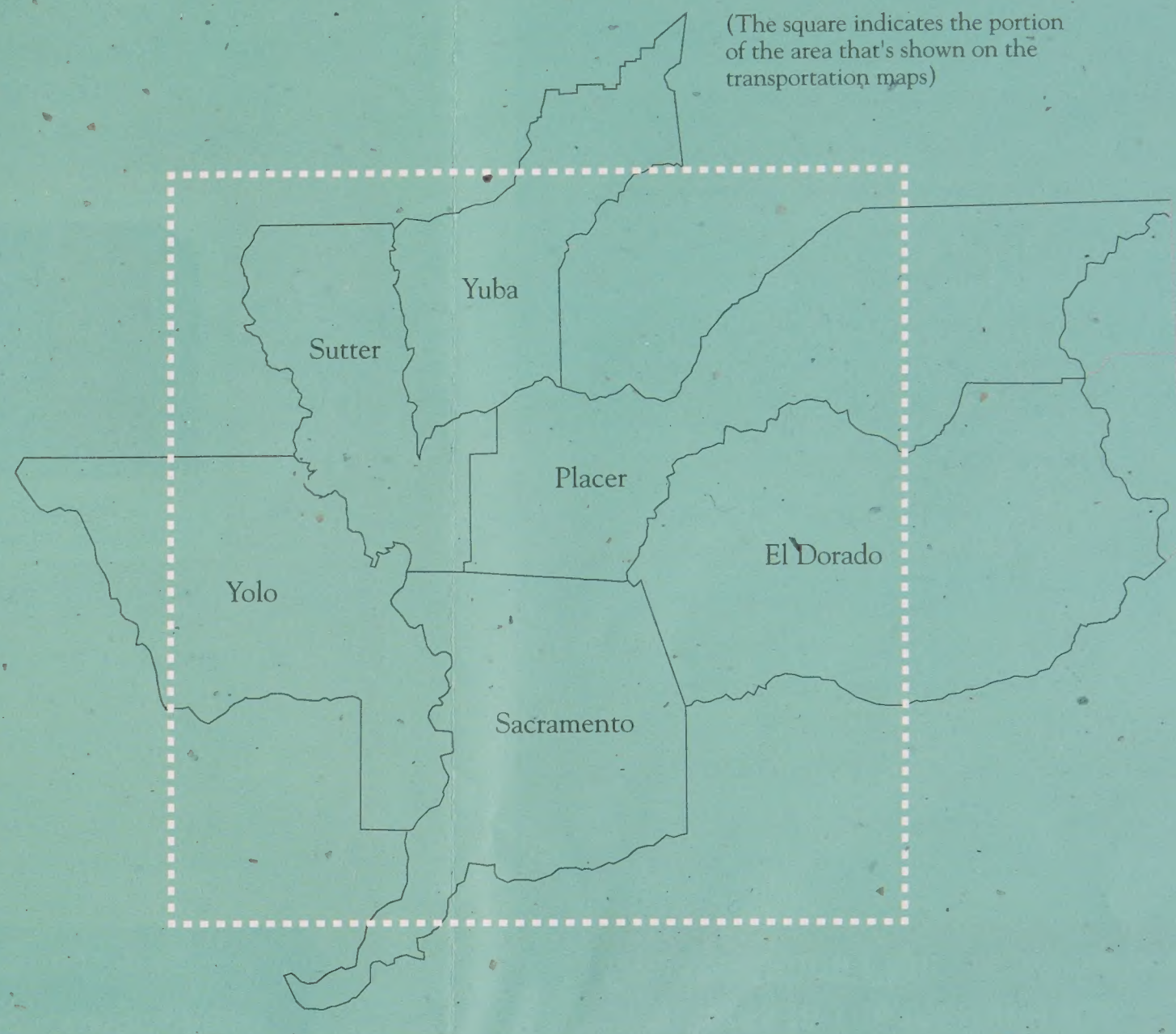
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PUBLIC TRANSIT AND HIGHWAY EXPANSION



SACRAMENTO METROPOLITAN PLANNING AREA



INSET: CENTRAL SACRAMENTO TRANSPORTATION IMPROVEMENTS



Sacramento Area Council of Governments

The regional transportation planning agency for Sacramento, Sutter, Yolo & Yuba Counties  
Planning services also provided for El Dorado and Placer Counties

Descriptions of light-rail projects A - D above

**A** Light-rail extension from Butterfield to Mather Field Road by 1998 (in progress). \$34 million.

**B** Light-rail extension from Mather Field Road to Sunrise Blvd. by 2000. \$85 million.

**C** Feeder train service from Sunrise Blvd. light-rail stop to Iron Point Road by 2000. \$20 million.

**D** Extend feeder train service from Iron Point Road to downtown Folsom by 2006. \$6 million.

**Legend**

- road widenings
- new roads
- existing carpool lanes
- planned carpool lanes
- existing light rail
- planned light rail
- intercity rail service
- new interchanges
- interchange improvements

These maps show the regionally significant improvements to public transportation, highways and major surface streets in the 1996 Metropolitan Transportation Plan. Not shown are many planned improvements to smaller local roads. Information on these is available in the 1996 Metropolitan Transportation Plan, available from SACOG.

Bikeway projects are not shown on the maps, but information on these also is available from SACOG. The Sacramento Area Bikeway Maps may be of interest -- call us for a copy.



SACOG

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